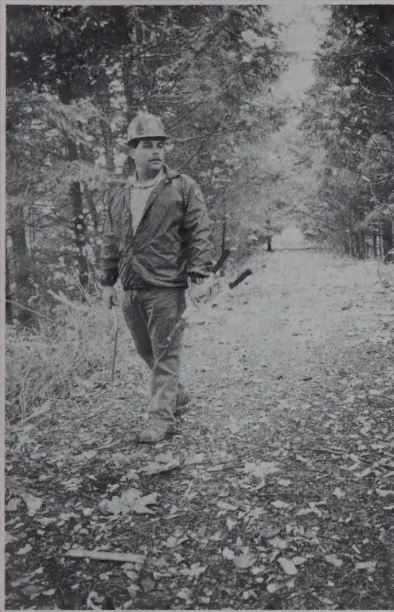


WHAT'S INSIDE



Banks - Vernonia becomes reality

The Banks-Vernonia Linear Park became a reality, as the Parks and Recreation Division won \$220,000 from the legislative Emergency Board for land purchase and facility improvements. A 12.5-mile segment is scheduled to open by fall of 1990. Park Ranger Rob Wessberg (above) has been cutting brush and cleaning out culverts on the property to prepare it for opening.

See story, page 4

Port contains hazardous spill

A hazardous material confinement area recently was used to contain about 150 gallons of diesel fuel that had leaked from a semi-tractor trailer at the new Cascade Locks Port of Entry on Interstate 84.

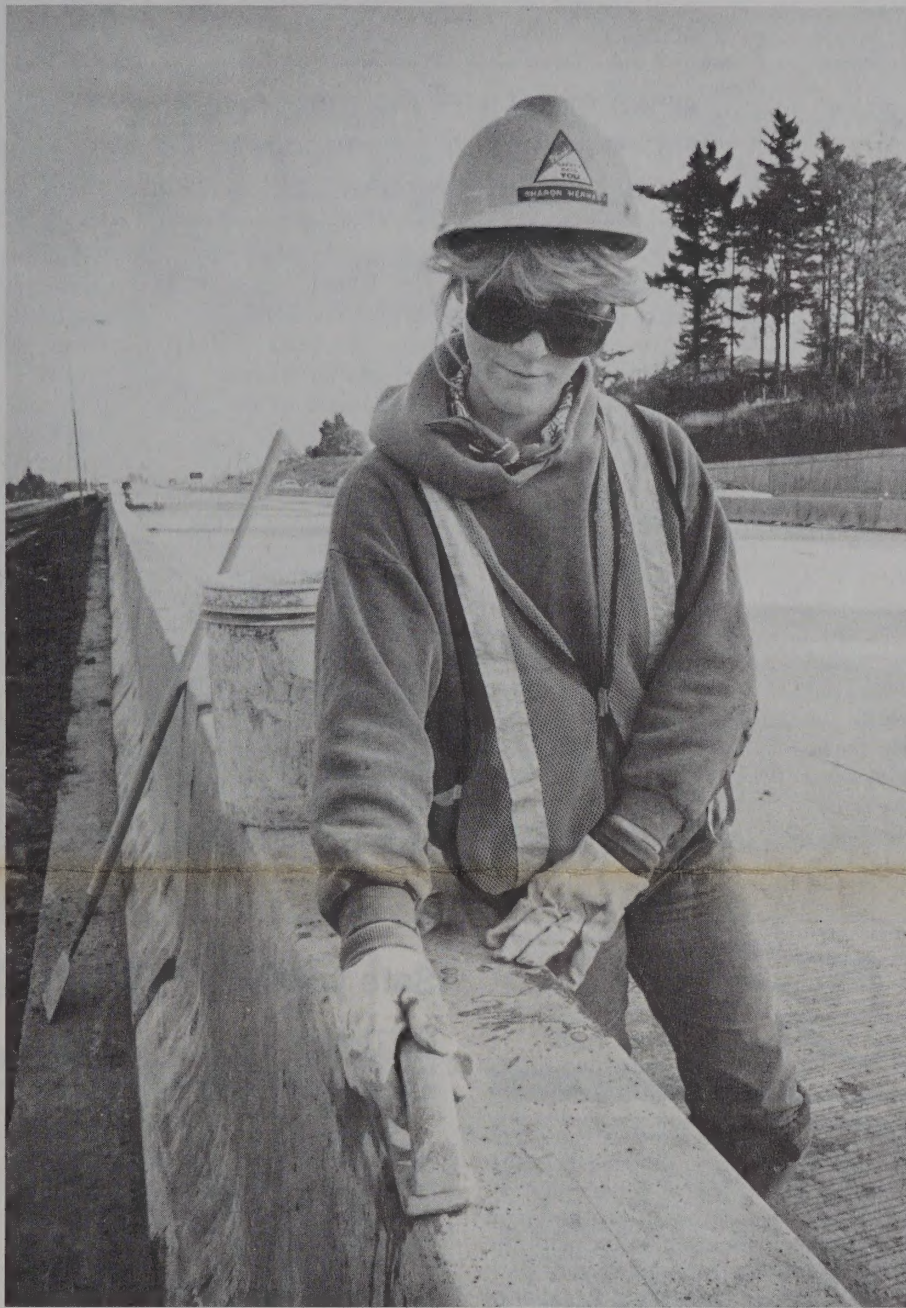
The containment area, the only such facility at an Oregon port of entry, was installed to protect the public from possible hazardous material spills or leaks and to protect the environment from contamination, according to Doug Gyllenskog, chief weighmaster with the Highway Division.

The truck, owned by Vend Products Distribution Co., had been damaged when it struck an object on the highway, causing the object to perforate the truck's fuel tank. Weighmasters directed the truck to the confinement area, and the leak was controlled.

Once such a leak is confined and controlled, a company is required to have the holding tank pumped and purged so the hazardous confinement area is ready for another hazardous spill, Gyllenskog said.

The Cascade Locks Port of Entry opened in mid-September, he said. A grand opening ceremony is planned for 1990.

Oregon women work trades



Sharon Herman, a cement finisher with Kiewit Pacific Contractors, Portland, works on a Interstate 84 reconstruction project. The Highway Division leads the nation in the number of journey-level women working on federally funded state highway construction projects.

Oregon leads the nation in the number of journey-level women working on federally funded state highway construction projects.

A report released by Research and Evaluation Associates, Inc., a Washington, D.C. research group indicates that more than 11 percent of the journey-level craft workers on federal-aid highway projects in Oregon are women. That compares with the national average of 2.8 percent.

Rudy Asunsolo, Equal Employment Opportunity contract compliance officer with ODOT's Civil Rights Section, said the key to Oregon's hiring success is the cooperation between the department and its construction contractors. When highway work involves federal money, contractors must meet participation goals or make good-faith efforts to do so.

"We're not hitting them over the head to hire women," Asunsolo said. "We're educating them, offering technical assistance and letting them know the workforce is changing. The result of this new approach has been for contractors not only to meet the goals, but to far exceed them in many instances.

"Contractors are calling us asking for help, and that's something that wasn't done before," he said. "They are realizing that hiring women is good business."

He also credited widespread support of the EEO program from the Highway Division's project managers and top-level managers.

Asunsolo said while federal highway officials are helping other states improve the hiring of women, they recently visited Oregon interested in the state's secret for success.

"The theme at other conferences around the nation has been how to get more women in the workforce," he said. "At the Oregon conference the theme was how did we do it."

Asunsolo said the next challenge for the department is helping contractors retain qualified women. That means dealing with problems such as adequate child-care programs for the increasing number of single-parent families.

See WORKING, Page 5

Beach rights intact, despite court ruling

Oregon's public beach access law essentially remains intact following a major state Supreme Court decision.

Shortly after Oregon's high court ruled that the public has no right to recreational use of the beach at Little Whale Cove, skeptics predicted the real war of public access to the Oregon coastline has only begun. Pete Bond, manager of ocean shores and recreational trails for Oregon State Parks, disagreed then as he does now.

The court decision "hasn't opened the door to other legal challenges," Bond said. "It hasn't threatened the public's rights to the beach in any way, in my opinion. We've checked the entire coast, and there is no other Little Whale Cove. There may be more challenges, but there certainly won't be a proliferation of lawsuits."

Bond said the court strengthened earlier doctrines about public beaches by better defining them. The ruling also kept the conflict from going to the U.S. Supreme Court, where Oregon protection

of public beach access could have been dismantled by interests favoring private beaches, he said.

The state Supreme Court said the beach access law applies only to areas that abut the ocean and that have long been used for recreational purposes by the general public.

That definition didn't fit Little Whale Cove, a small freshwater pool set in the rocky headlands just south of Depoe Bay in Lincoln County, the court said. The ruling was the first major clarification of a 1969 state Supreme Court ruling, known as Thornton vs. Hay, giving public access to all Oregon beaches.

The court said the public has recreational rights to the area of beaches generally between the mean high tide mark and the line of visible vegetation.

"Little Whale Cove is not a part of the ocean and, therefore, the narrow beach east of it is not a part of the 'dry-sand area along the Pacific shore,' to which the court referred" in 1969, the court said. It also ruled that the cove had

'It hasn't threatened the public's rights to the beach in any way. There is no other Little Whale Cove.'--Pete Bond



no history of customary usage by the public. The only access is over private property or across a basalt ridge. Ordinary high tide is outside the basalt area, according to Bond.

"The Thornton vs. Hay ruling hasn't been gutted," he said. "And the more recent court ruling certainly poses no threat to the beaches used by the public. It does affect land-locked areas, where the public hasn't gotten to to begin with."

DIRECTOR'S COLUMN

Risk-taking critical in career moves

By **BOB BOTHMAN**
ODOT Director

I've certainly taken a lot of risks with the acceptance of 22 positions within the department over the last 38 years. Some changes were in title alone, others were promotions, and in some cases I chose lateral transfers to get experience in areas that previously had been unfamiliar territory. Quite a few of the career changes involved relocating my family to a new city. And some of the moves were downright scary.

The first real risk was in 1963 when I was called upon to shift gears and move from the Construction Section to the Maintenance Section. I had reached my career goal—project manager—and was comfortable in my new position on the day I was offered the maintenance job.

Perhaps even more of a challenge came a decade later when I shifted from being maintenance engineer to administrator of the Portland metropolitan region. Again, I was comfortable with my responsibilities in maintenance, yet the transfer to Portland promised a set of attractive challenges—the completion of the Fremont Bridge and Interstates 205 and 505. But the freeway projects were hung up in district court. When faced with the offer, I weighed the excitement of the new challenges against the headaches and sleepless nights that I knew

would come with the territory. The headaches and sleepless nights won—and I made the move.

I can attest that the benefits and rewards of taking risks have enriched my life and my career. I have no regrets.

We can all carry in our heads ideas that we've tried that haven't worked, things we won't try again, and things we avoid based on

materials. For instance, pavement recycling was a huge risk and still carries some risk. But the benefits of success available from recycling is so great that it makes the risk well worth the try.

Several years ago, the Parks and Recreation Division began an employee awards program called the Dubious Achievement Awards. It rewards risk-takers. The goal is to judge which risks were fruitful, but also to offer thanks to

When faced with the offer, I weighed the excitement of the new challenges against the headaches and sleepless nights that I knew would come with the territory. The headaches and sleepless nights won.

our previous experience, personal values or fears. Unfortunately, there are times when fear of failure prevents us from trying something that's foreign, and that only narrows our opportunities. To get the most of life, we must continue to take risks, continue learning and continue growing.

So many things have changed in this decade that opportunities abound for change. Just because we've done something a particular way doesn't automatically mean it's the best or only way. Time and conditions do change, and with each change comes a challenge, making us think and react about each new opportunity.

It boils down to checking trust levels and our instincts—and trusting others. Nothing really gets accomplished without trusting others, and that involves taking risks. If we trust others, chances are pretty good that they'll support us. It boils down to establishing teamwork.

We need to try new methods and new

those folks who stick their necks out. Only fun—in the sense of taking pleasure in accomplishment and interesting foul-up alike—will allow us to thrive amidst an ever-changing world.

Volunteering—another simple way to take a risk—can mean looking for parallel transfers, volunteering for special task forces or committees, getting involved with resulting exposures when you stick your neck out.

Perhaps the greatest risk of all is simply that of speaking up, participating and getting involved. New ideas do lead to improvement, and small things do lead to larger things.

Of course, it's important to ensure those risks are calculated risks. That is quite different from being rash.

Think about the last time you took a chance, a calculated risk in your career. And consider the consequences, the alternatives and the opportunities involved. Then go ahead: Take the plunge.

Letters

Honest and thorough

David Weisenback,
Park Ranger 2,
Beachside State Park,
Newport:

I was both interested and pleased to receive your package containing the keys to my motor home and your note. Yes, I can certainly use them, and at least one key was a type that I found impossible to duplicate. I'm grateful for your thoroughness in finding these keys and your thoughtfulness in returning them to me.

I also would like to take this opportunity to say that, in my travels through the western United States during the last five years, I have consistently found Oregon's state park campgrounds to be the best maintained and operated of any of the areas I have visited. The basic park system seems to be well conceived, and there is an evident pride and direction in the way it's operated. Beachside is a testament to this observation, and you are to be commended for its operation.

Dr. W.J. Byrne
Assistant Deputy Minister
Old St. Stephen's College
Edmonton, Alberta, Canada

Cooperative spirit

Don Higginson,
Harris Beach State Park Manager,
Brookings:

On behalf of the Brookings Harbor Chamber of Commerce and everyone who was involved in organizing the Azalea Festival in Brookings, I want to

thank you and your staff for the excellent work you did in preparing Azalea State Park for the festival ceremonies.

The park was beautiful, and you deserve credit for cooperating with the chamber and for maintaining your park so well. Thanks for making this one of the most successful and memorable Azalea Festivals in its 50-year history.

Terry Connolly
Brookings Chamber of Commerce
Manager

Saved the fish

William Coles,
Highway Maintenance Supervisor,
Maupin:

Some of our fish transport trucks recently were hauling steelhead from Oak Springs Hatchery near Maupin to release sites on the Sandy River system near Zigzag when two of our trucks broke down.

One truck had problems with the charging system, and your crew helped the driver out by changing the truck battery. The other truck had fuel filter problems, and again your crew, and especially Andrew Anderson, came to the aid of our driver.

You and your crew took a lot of stress off the drivers and may have been directly responsible for keeping the fish alive.

Dennis Dahrens
Liberation Coordinator
Department of Fish and Wildlife
Clackamas

(Anderson is a highway maintenance foreman.—Editor)

Safe youth

Don Thurston,
District 11 Maintenance Supervisor,
Klamath Falls:

Thanks to the Oregon State Highway Division and Howard Ottman of the District 7 School Board for helping improve highway safety for our children here in Lakeview.

As parents of children who ride the Valley Falls bus, we are concerned about a dangerous stop on Fisk Hill that lacks a warning sign for traffic descending the hill. In the winter, with many trucks using this route, a serious accident seemed inevitable. But now truckers, as well as motorists, have a highway sign alerting them a stop is ahead.

We appreciate your speedy action and cooperation with the school board.

Dennis and Andrea Flynn
Lakeview

Public service

Jim Hunter,
DMV Deputy Administrator,
Salem:

Shortly after relocating from Jackson, Wyo., to attend law school at the University of Oregon I went to the East Eugene Motor Vehicles Division office to get an Oregon driver license.

I write simply to compliment the staff at this office. My experience with the test, handled by Peter Roberts, was the most efficient and enjoyable of any I have ever had in five states in my 24 years as a licensed driver. I have never written an unsolicited, laudatory letter to a governmental agency before. My congratulations to you, to Mr. Roberts and to his colleagues for running an office which truly does serve the public. Thank you.

Mark Jobson
Eugene

Quick response

Gov. Neil. Goldschmidt,
Salem:

We wish to commend the Reedsport highway crew. We were recently driving our motor home on Oregon 38 about seven miles outside Reedsport when a passing car warned us that we had a problem with the car we were towing.

We pulled off the road onto the shoulder and luckily the crew was in the same area. Immediately, they put out a flare and called their dispatcher for a tow truck. They certainly made a bad situation much easier. They were just great.

Betty Morris
Ocean Shores, Wash.



ODOT NEWS

Oregon Transportation Commission
Michael Hollern, Chairman
John W. Whitty, Vice Chairman
Cynthia Ford
David F. Bolender
Roger Breezley

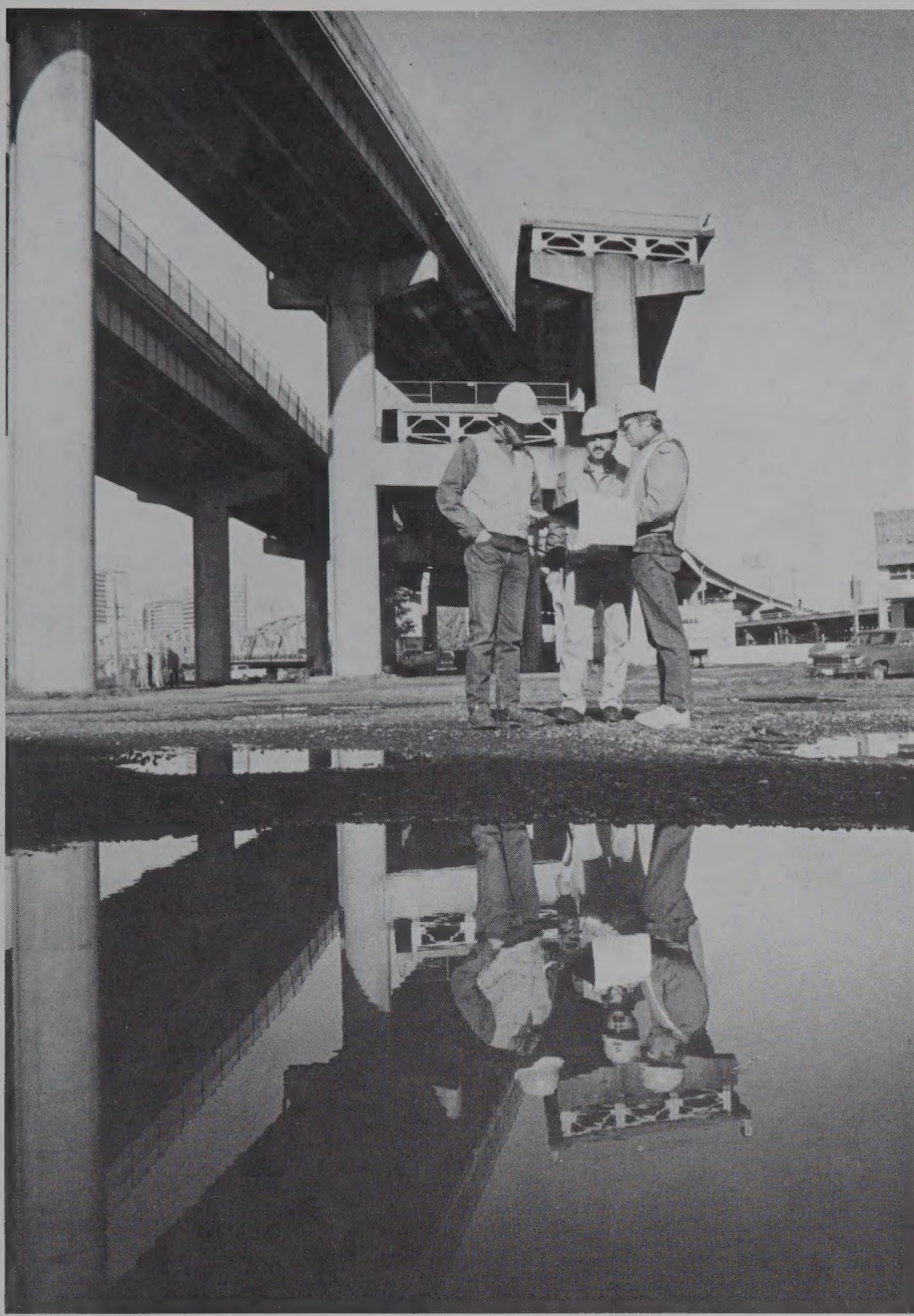
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Bob Bothman

Managing Editor
Andy Booz

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Salem, Oregon 97310
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Inspecting Portland's Marquam Bridge are (from left) Structural Design Engineer Steve Starkey, Region 1 Bridge Inspector Tony Stratis, and Structural Maintenance Engineer Jim Boskett. The Marquam, particularly its connections and approaches, may be one of Oregon's bridges that stand a higher risk of earthquake damage.

Inspectors inventory quake-prone structures

The San Francisco Bay earthquake in October heightened awareness of potential seismic activity in Oregon, and now the Highway Division is inventorying its vulnerable structures.

It marks the first step in developing an earthquake preparation strategy.

"We are assessing the risk here, and there is now evidence that Oregon is more at risk than previously thought," said Don Forbes, state highway engineer.

'We are frequently on the front lines--we're out there 24 hours a day.'

"But we don't have data on the probable magnitude of an earthquake or how often quakes occur here. We need that information to plan."

Division staff are talking with state geologists, who are working on a federal grant to study Oregon's earthquake risk.

Bridge section staff are conducting an inventory of state bridges and analyzing structural risk. Oregon bridges have been built to standards set by the American Association of State Highway and Transportation Officials (AASHTO) for the level of risk thought likely in Oregon. The standards have gotten tougher over the years, as more has been learned about earthquake activity, but they may not be tough enough, according to Forbes.

"We are getting data that support higher standards than current AASHTO standards or building codes. We need to look at that information and revise how

we design bridges or retrofit existing bridges," Forbes said.

The Highway Division is considered a key player in handling damage and disruption caused by an earthquake, he said. Forbes represents the division on the Governor's Interagency Seismic Safety Policy Task Force, which is planning how state agencies would respond to an earthquake. The State Fire Marshal's Office will train Highway staff in their incident command system.

"We need to look at our emergency response to a disaster," Forbes said. "Our current operations manual doesn't cover quakes and may need to be revised. I'd also like to strengthen our ability to work with law enforcement and fire fighters in an emergency."

"We are frequently on the front lines—we're out there 24 hours a day. This is another tool, one we can use with our existing capability," said Forbes.

Oregon bridge 'safari' in 1990

Members of the National Society for the Preservation of Covered Bridges will come to Oregon in July 1990 for their annual "safari."

Maxine Banks, cultural resource specialist with the Highway Division's Environmental Section, said the safari will essentially be a tour of Oregon's covered bridges. About 50 people, mostly from the Massachusetts area, are expected to make the trip.

The Highway Division is helping arrange the tour.

Advocacy role key in ODOT future

The Oregon Transportation Commission and ODOT will assume a greatly increased leadership and advocacy role throughout the state under a strategic management plan now in the final stages of development.

Meeting at Silver Falls State Park recently, commissioners and the department's strategic management team jointly agreed on four goals for the coming year:

- Transportation leadership, both in terms of commission involvement at a statewide level and at the departmental level by developing strategies to build, finance and manage the entire state transportation system;

- System development, which includes implementation of an effective preservation program, improvement of major routes, enhancement of the state's competitive position in national and international routes, and ensurance of the safety of the system;

- ODOT management and organizational effectiveness, to include establishment of missions, values and standards for each major unit within the department, and adjustment of the organizational structure to provide more integrated transportation development and management; and

- Communication and user relations, which calls for effective communication and partnerships with stakeholders, as well as improving the exchange of ideas and information inside and outside ODOT.

Director Bob Bothman told commissioners and staff his vision for the future includes an integrated transportation system, adequate funding, application of advanced technology, and a unified transportation agency.

In order to continue the strategic management process, a half-dozen task forces were created, with expectations they will be ready to report substantial progress, if not completion, by the end of the current year.

Task forces and chairs include: Completion of the goals segment—

Roland Casad, manager of Policy and Finance, and consultant John Colosimo; Organization—Bothman, Deputy Director Gary Potter and Director of Public Affairs John Elliott in consultation with Colosimo; Finance package—Bothman; Safety package—Deputy State Highway Engineer Bill Anhorn; Portland strategy—Public Transit Division Administrator Denny Moore; and Ports and rail involvement—Casad.

Highway wins for recycling roadside trash

When the Oregon Youth Litter Patrol began recycling roadside trash, the project caught the attention of the Metropolitan Service District, which has selected the Highway Division as the winner of Metro's Recycling Recognition Award.

Highway's effort was designated as the best new recycling project.

In presenting the award to Allen Hurst, highway district litter coordinator, Clackamas, Rena Cusma of Metro said, "It's not easy to persuade others to reuse or recycle things they usually throw away. It takes more than just casual conversation or light persuasion. It's real work. Receiving this award proves that your diligence hasn't gone unnoticed."

The Highway Division program teaches 15 teen-agers participating in the program about recycling. In turn, the youths are given high school work experience credit through the Clackamas County Summer Youth Employment Training and Business Services Program, which pays their salaries.

Highway's youth litter pickup program itself is funded through the sale of custom license plates. Litter pickup continues year-round.

NEWS BRIEFS

Corps begins to lift flooded rail line from lakes

ODOT has signed a local cooperative agreement that authorizes the U.S. Army Corps of Engineers begin a construction project that will elevate a flooded railroad line in Harney County.

The \$3.2 million project affects six and one-half miles of rail line that was engulfed in 1983 and 1984, when water levels rose in Malheur and Harney lakes and halted shipping service, according to project manager Ed Immel.

New commercial driver manuals published

About 120,000 Oregon drivers of large trucks can bone up on the new commercial driver license law now that a CDL manual has been published. The law goes into effect in the spring of 1990.

The new truck test has about a 50 percent failure rate on the first try, compared to a 35 failure rate for the current tests. Ann Snyder, Public Affairs manager with the Motor Vehicles Division, advises truck and large-vehicle drivers to begin studying.

Waldport wayside named for Parks donor

A 29-acre parcel of oceanfront land north of Waldport donated to the Parks Division by L. Presley Gill, a deceased Seattle attorney, recently was named the L. Presley and Vera C. Gill State Wayside by the Transportation Commission.

Parks also has been named in the Gill estate and, when that estate is settled, the division will have received more than \$340,000, according to Deputy Parks Administrator Larry Jacobson.

Highway Division crews role out welcome mats

Motorists entering and leaving Oregon are being greeted and asked to return more often than ever.

Highway Division crews painted "Welcome to Oregon" on traffic lanes entering Oregon and "Come Back" on lanes leaving the state at 11 locations this fall. Six welcome mats previously had been painted, bringing the total to 17, according to John Sheldrake, field operations engineer.

First linear state park opens in '90

Oregon's first linear state park is scheduled to open to the public in late 1990.

A total of 12.5 miles of the Banks-Vernonia Linear Park, from Buxton in Washington County to Vernonia in Columbia County, will be available to hikers, runners, bicyclists, horseback riders, handicapped and elderly recreationists and cross-country skiers. The trail itself will be gravel and eight feet wide and have an adjacent horse trail.

Joe Paiva, Parks assistant administrator of Resources and Development, said that the project, built on an abandoned railroad bed, has emerged from the proposal stage, thanks to the approval of \$220,000 by the legislative Emergency Board in November. The funds will go toward the purchase of the Beaver Creek trailhead property, repair of existing bridges, installation of traffic control devices and improvement of the trail surface.

"Getting that money made it a reality," Paiva said.

The new money will be applied toward the remaining \$30,000 in the Parks capital budget needed to develop the park from Buxton to Vernonia.

The full cost to develop the 21-mile park from Banks to Vernonia is estimated to cost \$5 million. The 1991-93 proposed Parks budget will include a funding request of \$200,000 for operational costs, including staff, equipment and supplies. Parking and restroom facilities are planned at Banks, Buxton, Tophill, Beaver Creek and Vernonia. Paiva is working with timber companies to construct a major interpretive exhibit at the Tophill trailhead. The park's master plan includes the construction of horse trail bypasses around the park's two railroad trestles.

During the past year, neighboring property owners have developed four miles of trail in exchange for use of the trail to haul timber to market, he said.

Paiva currently is working to form a friends group for the park.

Parks previously spent \$100,000 to a purchase a 37.7-acre parcel of land that settled a lawsuit concerning the ownership of portions of the railroad right of way. That property, which includes the Buxton railroad trestle, offers space for a park maintenance yard and housing for an on-site park manager because it includes outbuildings and a mobile home.

The 21-mile abandoned railroad property for the Banks-Vernonia Linear Park was purchased by the Highway Division in 1974. A small portion of the property originally interested Highway planners for use as a future highway right of way. Parks staff was asked to conduct a feasibility study about using the balance of the property for a recreational trail. That study, completed in 1975, recommended development of a park with a continuous trail running from Banks to Vernonia. When the trail is complete, Highway will share those sections needed for highway right of way with the Parks trail.

A vocal and well-organized opposition group discouraged the recreational use of the property. The group's main concern was the possible adverse effects that the park and park users might have on neighboring properties. At the time there were few existing linear parks in the United States.

But since then, the construction of trails on abandoned railroad beds has become increasingly popular in what is known as the "Rails to Trails" movement.

Paiva said Washington state currently has 17 linear parks and California has 22.



Rob Wessberg, a ranger at Champoege State Park, walks a railroad trestle at Banks-Vernonia Linear Park. Wessberg is clearing brush and culverts in preparation for the opening of a 12.5-mile segment to the public in 1990.

Parks and Rec honors top employees

HISTORY

DECEMBER 1984

- ODOT and Judson Middle School formed a business partnership that encouraged sharing of resources and enhanced students' learning environment.

- A temporary detour around the Hole-in-the-Wall Gulch landslide 30 miles east of Baker on Oregon 86 was scheduled for completion this month.

- Salem motorists were treated to an early Christmas present when the Highway Division opened the new Center Street Bridge one year ahead of schedule.

DECEMBER 1979

- About 85 employees under age 65 indicated they would retire at the end of the year.

- An eight-foot boulder tumbled 40 feet down a mountainside near Klamath Falls on U.S. 97, stopping short of causing serious damage.

- Two Motor Vehicles Division employees, Nancy Butz and Carla Ehelebe, were credited with saving the life of a 70-year-old man who suffered a heart attack and collapsed at the East Portland Highway Building. The pair applied cardiopulmonary resuscitation for about five minutes before paramedics arrived.

- Parks Division crews completed development of more than 40 public use areas on state-owned land along the Willamette Greenway.

Art Burt Award

Ron Olson, a ranger at Valley of the Rogue State Park, in November was presented the Parks and Recreation Division's Art Burt Award for field employee of the year.

The eight-year Parks employee has spent most of his career at the southern Oregon park, where he said he enjoys the diversity of working with the public and park staff.

Olson was praised for his combination of technical skills to repair, build and modify park facilities and his public relations skills in dealing with thousands of park visitors.

His nomination noted his volunteering for extra assignments, working overtime and completing training courses to improve his abilities.

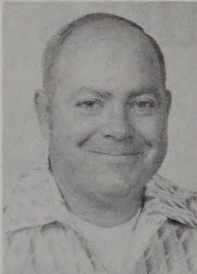
Olson and his wife, Chantal, live in Gold Hill with their two children.

The Art Burt Award, named for a long-time operations supervisor for the Parks and Recreation Division, honors employees who exhibit traits of dedication, dependability and commitment. All non-management field employees are eligible for nomination.

Management Excellence Award

Ken Lucas, a Parks and Recreation Division regional supervisor for the Portland, Columbia Gorge and Willamette Valley areas, in November was recognized as field management employee of the year by winning the Management Excellence Award.

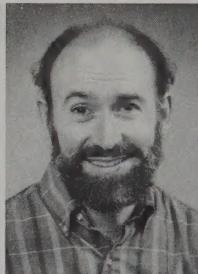
The 34-year Oregon State Parks employee started his career on the northern Oregon coast and worked in a



Ron Olson



Ken Lucas



Monte Turner

number of locations and positions before being promoted to region supervisor of the southern coast in 1983. He was promoted to his current job in 1986.

Lucas said his work has been challenging and rewarding.

"No one project stands out as particularly satisfying, but I like to visit parks where I was involved and feel that I had an impact in making that park a better place," he said. "I like seeing a park full of happy visitors."

Lucas plans to retire in the spring of 1990.

He and his wife, Norma, live in Amity. They have raised 24 children, 22 of them adopted during the past 30 years.

Samuel Boardman Award

Monte Turner, information officer for the Parks and Recreation Division, received the Samuel Boardman Award in November for headquarters employee of the year.

Turner was nominated for assisting with creation of the new Parks and Recreation Department by the 1989 Legislature, coordinating a 60th anniversary observance for the agency and

handling several aspects of an employee survey.

"I never have a dull day," Turner said. "There's a tremendous variety of interesting projects to tackle."

"Even after three years at Parks, I feel like a new-

comer, compared to other staff members who have spent their entire careers here," Turner said. "Their life-long dedication continually inspires and motivates me."

Turner and his wife, Barbara, live in Salem. They have two daughters.

The award is named for the first superintendent of Oregon's parks system, who served from 1929 to 1950. All Salem office staff members, except clerical employees, are eligible for nomination.

Guide published

A new guidebook released by the Public Transit Division shows local public transportation agencies how to cut their cost of operating, maintaining and administering their services.

Coordinated Transportation explains how agencies serving clients in the same general area can alternate providing transit assistance (ride sharing), share vehicles during idle times on a cost-reimbursement basis (time sharing), and combine, centralize or contract for operations, maintenance or administrative services.

Horse rest area planned along I-84

Horses get tired, just like humans do, when crossing the state.

So the Highway Division is working with three local 4-H Clubs to design and construct a horse rest area pilot project at the Stanfield rest area off Interstate 84 west of Pendleton.

Horses need a break about every 150 miles or after an equivalent number of hours of standing in a trailer, according to Don Neron, buildings superintendent, Salem.

A preliminary design for the facility allows for a 80-by-100 foot exercise area with a five-foot fence and sawdust covering the ground. Adjacent to that is a 90-by-100 foot graveled and fenced access area where the animals can unload safely, without them bolting into traffic. Both will be located east of the existing safety rest area, which is about two miles from the town of Stanfield.

Signs will be placed by the freeway to alert motorists of the horse rest area, and others will provide directions to the facility from within the safety rest area.

Neron was approached by equestrian groups with a request to provide

horse exercise areas.

"We listened to their comments, and so far it has worked out well. We hope to get the area ready by next tourist season," he said.

Jeannie Rostock-Meiser, a secretary with the Highway District 12 office, volunteered to coordinate the project because of her love for horses.

Rostock-Meiser said the 4-H crews will help with construction, and the Hermiston Highway Division crew will

***'We listened to their comments, and so far it has worked out well. We hope to get the area ready by next tourist season.'*—Don Neron**

build the access area. A \$3,000 budget has been set aside for the project, she said.

"It's my intention to reduce the Highway maintenance crews' responsibility for maintaining the rest area," Neron said. "We hope the 4-H people would be periodically responsible for keeping them up."

Only one other Oregon horse rest area exists, at the Santiam rest area off Interstate 5, about five miles north of Albany. The site, which hasn't been developed, may benefit from what's learned at the Stanfield site, Neron said.

If the Stanfield project proves successful, Neron said he hopes to upgrade the horse rest area near the Santiam safety rest area off Interstate 5 and possibly expand the number of horse rest areas depending on local interest.

"In a sense, I see the Highway Division as putting out the seeds for this project, give them a little water and watch them grow."

Bicyclists believe Oregon's best

Oregon and Arizona share the distinction of being the one of the country's most "bicycle friendly" states.

The League of American Wheelmen, one of the nation's foremost bicycle organizations, gave Oregon the distinction for its progressive bicycling laws, an eight-member advisory committee appointed by the governor, a full-time bikeway program staff, quality bicycle facilities and bike maps, and many miles of well-signed bikeways.

Oregon also has what is considered the best bicycle master plan in the nation to guide the Highway Division and local governments, according to Dick Unrein, bikeway program manager. Oregon received high marks for a well-funded bicycle program, too, he said.

"We have a state law that requires us to spend one percent of our state gas tax on bicycle and pedestrian facilities," Unrein said. "This year that's approximately \$2.4 million."

Oregon scored points in the survey for its landmark bottle deposit bill, which reduces the amount of broken glass along highway shoulders. The state also received credit for focusing attention on bicycle safety education.

League of American Wheelmen officials said the first-ever survey of its 2,000 members will be conducted annually.

Turboprop, not a jet

A photograph caption appearing in the November VIA incorrectly described an airplane as a jet. The craft actually is a turbine prop, or a turboprop, according to state Aeronautics Division Administrator Paul Burket.

RETIREMENTS

Harley Bills, highway engineer 1, Highway Division, Portland, retired in November after 28 years of service.

James Brown, highway maintenance worker 3, Highway Division, Ashland, retired in November after 23 years of service.

Patricia Wells Dodge, secretary, Highway Division, Bend, retired in November after 17 years of service.

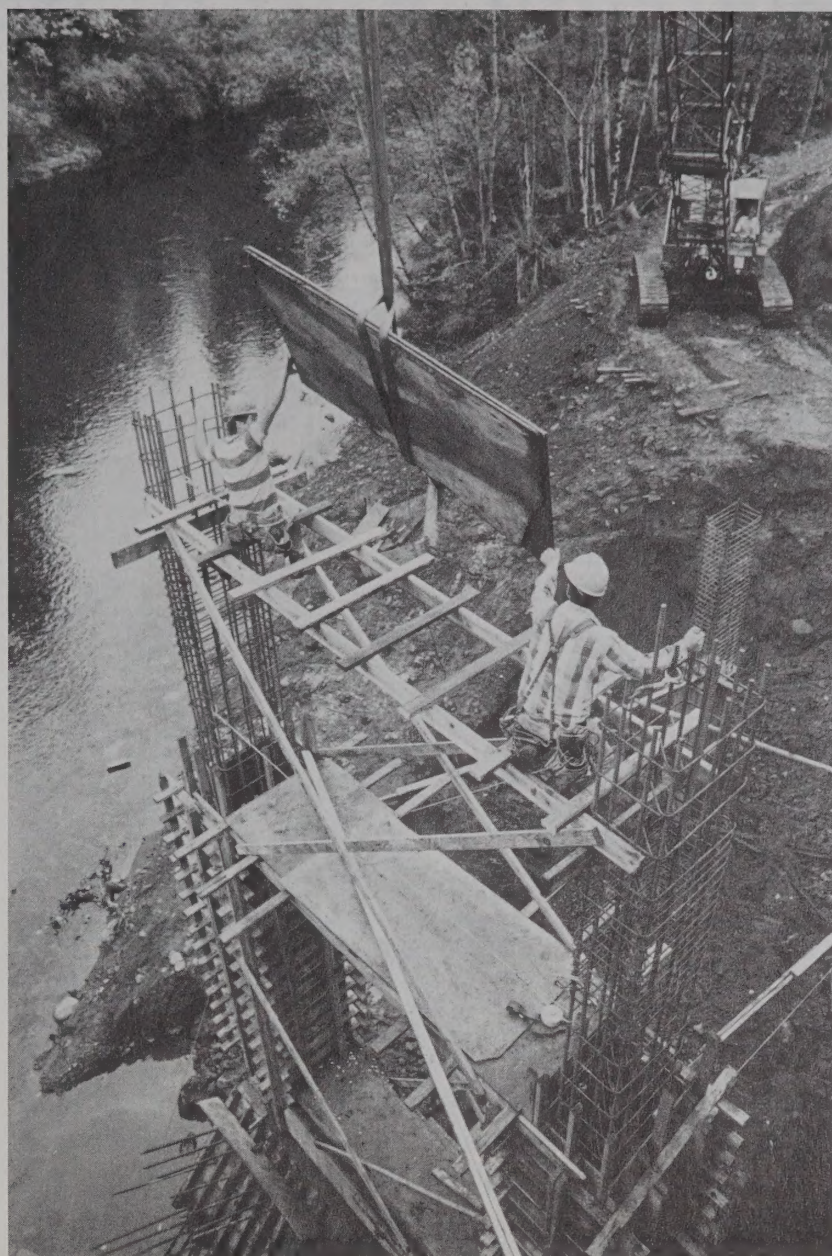
George Emery, highway maintenance

specialist, Highway Division, Pendleton, retired in October after 37 years of service.

James McNamee, supervising highway engineer B, Highway Division, Waldport, retired in November after 37 years of service.

Keith Sharp, motor vehicle representative 3, Motor Vehicles Division, Brookings, retires in December after six-plus years of service.

Winter work



Contractors form a column at an abutment at the Little North Santiam River Bridge on U.S. 22, about four miles west of Mill City. The \$2.8 million project, to continue throughout the winter, will widen the roadway from the existing 30 to 56 feet and improve the intersection with Little North Fork Road, according to Project Manager Mike Gardner. The independent structure will be to the north of the existing bridge, Gardner said.

Safe driving wins honors for field crews

Parks Division

The 1988-89 winners of the sixth annual Parks Division Safe Driving Awards for district crews are:

Region 1—Armitage Park District, Ed Fischler, manager.

Region 2—Cape Lookout Park District, Ed Kornblum, manager.

Region 3—Sunset Bay Park District, Andy LaTomme, manager.

Region 4—Deschutes River Recreation Area, Jim Bader, manager.

Region 5 Emigrant Springs Park District, Leroy Swartout, manager.

The top crews will receive their plaques at a luncheon presentation. Winners are chosen through a competitive point system based on each crew's driving record.

Region 4 had the best record with five out of six crews driving all year without a preventable accident, accord-

ing to Larry Jacobson, Parks deputy administrator.

Cape Lookout completed the year with the safest driving record for the fourth consecutive year. Emigrant Springs won a Region Safe Driving Award for the first time. Sunset Bay and Deschutes are both winners for the second time, and Armitage is a winner for the third time.

Highway Division

Winners of the 1988-89 Region Safe Driving Awards for the Highway Division's section maintenance crews are:

Rural, East Division—Jordan Valley Section Crew, Ken Freese, manager.

Rural, West Division—Lincoln City Section Crew, Jim Mitchell, manager.

Urban Division—Eugene Section Crew, Narciso Espinoza.

Snow Division—McKenzie Bridge Section Crew, William James Jr.

Major Mountain Pass Division—Tie: Oakridge Section Crew, Roland Roberts, manager; and Meacham Section Crew, Mike Hazelwood, manager.

The awards will be presented at dinner meetings.

The Region Safe Driving Award began in 1964 to recognize outstanding maintenance crews that drive all year in varying types of weather, road and traffic conditions, according to State Highway Engineer Don Forbes.

The Meacham, Lincoln City and McKenzie Bridge crews ranked first in

their divisions for the first time. The Oakridge Section Crew won the Rural, West Division in 1977-78, but this is the first time since they were placed into the Major Mountain Pass Division. The Eugene Section Crew has won the Urban Division six times, and the Jordan Valley Section Crew won the Rural, East Division once before.

Overall, 42 out of 83 crews drove during 1988-89 without a preventable accident. That compares to 49 crews that went without a preventable accident in 1987-88. Twenty-one crews had no accidents during 1988-89.

Working women need child care

Continued from Page 1

"No industry has an answer to the child-care problem," he said. "But we're working hard to find a solution."

Asunsolo said one idea is to better track the progress of women hired as journey-level workers—including equipment operators, carpenters, laborers, pile drivers and iron workers—to find where improvements to the system are needed. Eventually, he hopes a model can be produced to assist other industries in the hiring and retention of women.

The EEO contract compliance program has been in effect on the federal level since 1967, he said.

Staying open



Park Ranger Nick Warila (left) speaks with camper David Henderson at Devil's Lake State Park near Lincoln City. The park's campground will remain open all winter on a trial basis. In previous years, rising lake water had flooded portions of the park. But this year, the water improvement district will regularly clear the channel of the D River to maintain a stable water level in the lake. The local chamber of commerce, merchants and governmental officials asked for the extended season.

Top Aero exec retires; national search launched

Paul Burket, administrator of the Oregon Aeronautics Division for more than 17 years, has announced plans to retire at the end of the year.

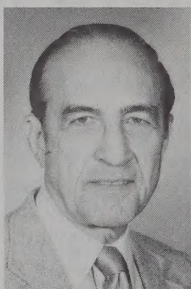
A former Air Force Strategic Air Command officer, Burket was director of Aeronautics in Nebraska and spent five years as operations superintendent at the Lincoln Airport in Nebraska.

ODOT and the Transportation Commission have launched a national search for Burket's successor.

Burket is a well-known aviation figure at both the state and national levels. He recently received the Federal Aviation Administration's Award for Distinguished Service for his work on a national task force to advance the use of LORAN-C facilities and instrument approach procedures nationwide.

LORAN-C is an electronic long-range navigation technology established primarily for maritime navigation. Since 1985, Burket has worked with the National Association of State Aviation Officials, the FAA and electronic equipment manufacturers to demonstrate that LORAN-C technology is a relatively inexpensive, easy-to-use navigation and approach aid for aircraft use.

As chairman of the NASAO LORAN-C Task Force and co-chairman of the national joint FAA/NASAO LORAN Planning/Work Group, Burket advanced the development of LORAN-C instrument approaches that will make most of the nation's public-use airports more accessible during instrument weather conditions. The project involves installing four new LORAN transmitters to close a mid-continent gap. Also, 200 monitor-receivers will be installed to

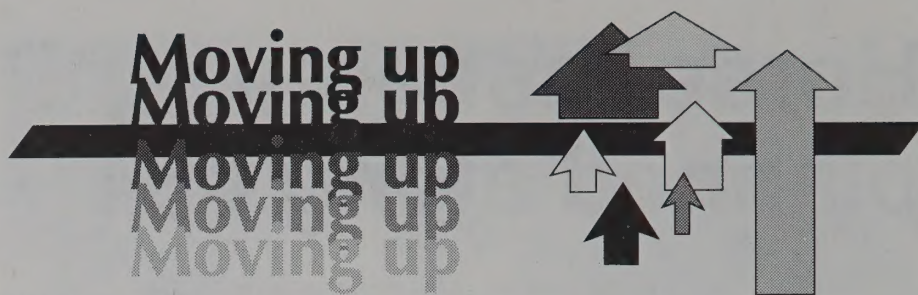


Paul Burket

ensure that reliable signals are available at all LORAN-C approach airports. Burket's career as Oregon's Aeronautics Division administrator is highlighted by recent changes in the way the agency does business—by expanding aviation awareness, economic development and community aviation service programs. In the past year, Burket guided the first Aviation Futures Forum and first annual Aviation Forum in Oregon. The two events brought together government, business and civic leaders to discuss the changing role of aviation in today's expanding world economy.

Michael Hollern, chairman of the Oregon Transportation Commission, honored Burket with a special presentation at October's Annual Aviation Forum in Eugene. Hollern gave Burket a special Distinguished Service Award from the Transportation Commission and ODOT Director Bob Bothman.

The award reads: "In recognition of more than 17 years of outstanding achievement as administrator of the Oregon Aeronautics Division. Your high standards of performance and dedicated service to Oregon's aviation community and the general public will be appreciated for many years to come. We extend our most sincere thanks to you on behalf of the Oregon Department of Transportation and the Oregon Transportation Commission."



Motor Vehicles Division

Robin Bjurstrom, clerical specialist to management assistant A, Salem.

Peter Borho, motor vehicle representative (MVR) 2, Portland, to MVR 3, Gladstone, North Region.

Timothy Cannon, MVR 1, Lake Oswego, to MVR 2, Forest Grove.

Zoe Crowe, MVR 3 to motor vehicle office manager (MVOM) B, Roseburg.

Cherry Erickson, MVR 1, Gladstone, to MVR 2, Portland Drive Test Center.

Nancy House, MVR 1 to MVR 2, Coos Bay.

Ted Raaymakers, MVR 2, Coos Bay, to MVR 3, Medford.

Thaddest Reynolds, MVR 1, Gladstone, to MVR 2, Portland Driver Test Center.

Jean Schmidt, MVR 2, Forest Grove, to MVR 3, Salem.

Lawrence Schmit, MVR 3, Baker, to MVOM A, Sutherlin.

Katherine Turpin, clerical assistant to clerical specialist, Salem.

Karen VanLuven, clerical specialist to management assistant A, Salem.



Jean Schmidt
Motor Vehicles
Representative 3
Salem

Highway Division

James Braendle, engineering aide to engineering technician (ET) 1, Corvallis.

Kenton Brenner, highway maintenance worker (HMW), Baldock, to highway maintenance specialist, Portland.

Timothy Burks, ET 1, Bend to ET 2, Salem.

David Carper, HMW, Albany to highway maintenance specialist, Salem.

Don Crownover, ET 2 to highway engineer (HE) 1, Salem.

Michael Gillett, HE 2 to HE 3, Salem.

Rodney Hanley, HE 2, La Grande to HE 3, Astoria.

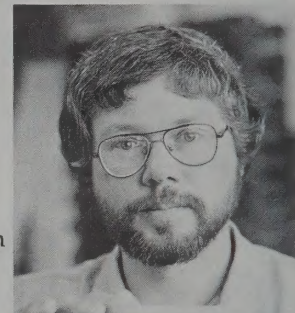
Harold Jacobs, HMW 3 to HMW 4, Salem.

William Marlowe, highway maintenance specialist,

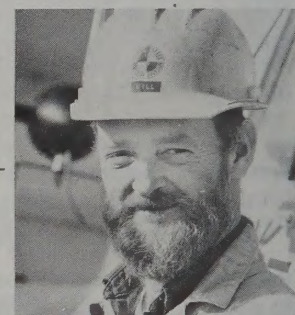
Richland, to highway maintenance assistant supervisor, Basque.

Malcolm McKenzie, HMW to highway maintenance supervisor, Portland.

William Miller, HMW, Portland to highway maintenance specialist, Banks.



Harold Jacobs
Highway Maintenance
Worker 4
Salem



William Marlowe
Highway Maintenance
Assistant Supervisor
Basque

Central Services

Teri Childress, clerical assistant to word processing specialist, Salem.

Phyllis Kammler, clerical assistant to clerical specialist, Salem.

Group plans to aid emerging small business ventures

A group was established in November to aid emerging small businesses overcome barriers in participating in highway construction projects contracted by the Oregon Department of Transportation.

The committee will recommend action to the Oregon Transportation Commission on several issues, including bonding and other financial assistance programs for emerging small businesses, contract provisions for administering the program, establishing project goals, contracts targeted exclusively for ESB participation, training and business development.

Members include:

- Scott Benge, Lake Oswego, Benge Construction Co. owner and Associated General Contractors (AGC), Oregon-Columbia Chapter member.

- Bruce Broussard, Portland, American Contractor Center owner, American Contractor publisher and Construction Industry Coalition chair.

- Audrey Castile, Portland, Women Construction Owners and Executives state president, Construction Industry Coalition cochair and AGC member.

- Steven Grasty, Burns, auto parts business owner, active on the Highway

20 Committee and local leader in the Access Oregon Highways project.

- Thomas Higgins, Portland,, estimator and project manager, contractor and small business consultant.

- Rene Marx, Portland, Oregon Chapter of Women Construction Owners and Executives, USA president and owner of a highway construction woman-owned business.

- Donald Matsuda, Portland, Small Business Administration assistant director for minority small business and capital ownership development. Matsuda will serve as chairman of the ESB Committee.

- Wes Patterson, Lincoln City, Small Business Development Center director under the newly formed Oregon Coast Community College Service District.

- Ed DeWald, Portland, Security Pacific Bank community reinvestment officer.

- Margaret Garza, Portland, IMPACT project director for the Business Development Center.

- Doug Hutchinson, Salem, Oregon Commission on Indian Services executive officer and attorney.

- Carol Robb, Portland, agency surety manager.

PROFILE: CLAUDE CROCKER

Shared resources part of rural lifestyle

By ANDY BOOZ
Managing Editor

On a breezy winter evening along John Day's main street, a crowd congregates at the grocery store, gathering supplies and exchanging news. Conversation centers around icy roads, the new elk hunting season and family.

Those are familiar topics in John Day, a proud eastern Oregon community of 2,000 that has preserved the pioneering spirit, where local folks keep in touch and are interdependent. The vast distances between it and other towns seems to have a binding effect on the community. At the same time, the isolation tends to concern transients and city folks dependent on life's luxuries.

Claude pursued Parks nine years ago as a refuge from the fallen construction industry. Now he's in it for a career.



Claude Crocker moved his family of five from the central Oregon coast to John Day mid-summer last year. He had been a ranger at Beverly Beach and South Beach state parks near Newport when he got an offer to manage Clyde Holliday State Park District. He jumped at the opportunity.

Possibly the most noticeable change in making the transition is allowing sufficient time for traveling in this sparsely populated region. It can dramatically affect what can be accomplished in a day. If you can't find what you're needing in John Day, you either order it by mail or plan to wait awhile.

That may have something to do with the partnership the Clyde Holliday Park crew and the John Day highway maintenance crew has built over the years. Rangers from Clyde Holliday may drive snowplows for the Highway Division crew after a heavy winter storm. In exchange, the park's crew may borrow a 10-yard truck to haul gravel. The crews keep track of their expenses and charge the other for expenses but, generally speaking, sharing equipment, services and experience is an accepted way of doing business.

Claude has found the close relationship between Parks and Highway not only convenient but more efficient. When he needed a truck and trailer to move a rented forklift to Clyde Holliday, he turned to Virgil Lewis, the John Day highway maintenance supervisor, for help.

"We would have paid quite a bit more locally, if we could have rented the equipment at all," he says. "This is efficiency in state government and a savings to Oregon taxpayers. We don't want to lose track of who we're working for—Oregonians."

The Clyde Holliday Park District bears the distinction of being the largest geographic state park district in Oregon. From John Day, J.S. Burres State Park is 150 miles to the north, Unity Lake is 50 miles to the east, and the historic Frenchglen Hotel is 150 miles to the south.

His office, located within the highway maintenance shops, presents ready opportunities to share support staff, equipment and meeting facilities. Until the Parks crew finishes work on a new shop building at Clyde Holliday, it will continue to use a spare truck bay in the highway maintenance shop for storage and a workshop.

That cooperative spirit is part of what makes John Day attractive for families, Claude says.

"It's a family-oriented community and has an investment in its schools. I don't know for sure, but it just feels like a safer community, and that makes me happy because I'm a pretty protective dad," Claude says. His three daughters, ages 11, 13 and 15, stay busy with the high school dance and drill team, the school track team, and the local 4-H club.

Claude has no trouble keeping amused in John Day. He prefers the solitude of a good book, and has developed a strong interest in Civil War history. While in Salem on a rotation assignment last summer, he acquired a reputation for spending his lunch hours among the State Library's history section, where he compiled a list of must-read books. At the John Day Library, he orders from his list from Salem.

Before retiring in the evening, he reads about a chapter "until my eyes start to drop and I lose my place," he says. "It's the little creature comforts that makes a day's end satisfying, no matter how stressful it may have been."

He and his wife, Catherine, discovered Oregon when living in upstate New York in the mid-1970s. On an extended vacation, they drove south through Oregon on the way to California. Their first impression left them wanting to return. So they cut their stay in California and returned to spend a month in a rented cottage south of Newport.

They returned to the East Coast for a few years before they got a longing to return to Oregon. They did, in 1977, and bought a house in Siletz. Claude worked in construction until the 1980 recession.

"The bottom fell out of the economy," he recalls. "In looking for work, I visited the local carpenter's union and found that about 60 percent of the carpenters local were unemployed, too. I lost trust in the construction industry."

Claude got a job as a park aide at



Claude Crocker, manager of Clyde Holliday State Park, designs a new sidewalk layout for the park's restroom area and checks the campground for fallen trees. Claude believes that government offers opportunities for creative use of existing resources.

Beverly Beach State Park. For two years, he worked summers at the park and the remainder of the year in construction.

At the park, he pursued projects to learn. "I did everything, and probably worked a little out of class. But it helped, I think, because I got the experience of working on projects that were usually assigned only to rangers."

Claude pursued Parks nine years ago as a refuge from the fallen construction industry. Over time, his perception changed: Now he's in it for a career.

Within the next decade the new Parks Department will be ripe for advancement, particularly at the mid- and upper-management level, Claude believes. Some key retirements within that period will create an abundance of opportunities for change. And as others within the Parks system move up, openings will be created in the lower ranks. Someday, maybe in the 1990s, Claude hopes to compete for one of those positions.

Now, after nine years in the Parks system, Claude understands the public

sector and how it differs from the private sector.

"We have a different set of circumstances in government that people tend to forget," he says. When the Department of Environmental Quality implements new regulations—for water and sewer operation, for instance—state agencies "don't have the option to put regulations on the shelf. The private sector may get away with it," he says. "But we're expected to set the standard. We can't break the rules or be slow to adhere to them."

Government structure, while occasionally restrictive, offers opportunities for creative use of existing resources, Claude says.

Doing what works to get the job done within the rules—that's the challenge of state government, Claude says as he looks out his office window and across town.

"There are lots of ideas out there, and we'd like to just go out and make them all work. It will just take time—and plenty of cooperation."

RETIREES REPORT

Mollymae Brown, Salem, Accountant 2, ODOT Finance, Central Services, retired in 1987.

Soon after her retirement, Mollymae and her husband, Clair, left town in their motor home on a three-month trip. Their first stop was Idaho, where they visited their daughter. Then it was on to Georgia, where they spent Easter with their Army chaplain son and his family. They spent some time with their daughter and her family in Jacksonville, Fla., and stayed in Georgia and Florida for five weeks. They toured St. Augustine, Fla., an alligator farm, the Kennedy Space Center, Disney World, Epcot Center, Sea World and rode air boats into the Everglades, where they saw alligators and osprey nests.

This past April, Mollymae spent 17

days in the Bahamas on Nancy and Rick Burke's boat near Abaco Island. They sailed in and out of Marsh Island and around the cays and the famous red and white candy-striped lighthouse at Hope Town—one of the few left that is manually operated and uses a kerosene lantern.

Mollymae, who served as president of the Salemtowne Recreational Vehicle Club in 1988, wants to hold another club office in 1990. She is 1988-89 wagonmaster for the Elks 336 Recreational Vehicle Club and social chair for the Salemtown



Women's Golf Association. She plays golf regularly, and frequently eats lunch with her friends at ODOT and plays bridge and pinocle.

With five children and 11 grandchildren, Mollymae stays busy visiting them and hopes to visit her Army chaplain son in Germany sometime soon. She says although her intentions are good, she hasn't found the time to do the projects she had been planning since retirement.

The Browns are active in the First Christian Church, Silverton, where they help with lunches and daytime activities. For the past 22 years, Mollymae and Clair have helped with the church-sponsored apple strudel booth at the Oktoberfest in Mount Angel, where, she reports, Mollymae is well-known for her ability to yodel.

Retiree's reception

ODOT retirees attending the annual Christmas holiday reception on Friday, Dec. 8 should park in the green, yellow or red lots.

Visitors should not park in the blue lot, according to Florence Neavoll, coordinator of the event.

The traditional tree trim will be held at noon in the Transportation Building lobby. The reception will follow, from 1:30 p.m. to 4 p.m. in the main conference room. Refreshments will be served.

Contact Neavoll, 378-6388, for more information.

CANDID COMMENTS

What challenges do you face in your job during the winter?

Tom Page
Park Ranger 1
Harris Beach State Park
Brookings



Tom Page

In the winter, we're cleaning up campsites and hauling away fallen trees. This year we're also repairing some dry rot at our day use area and doing some masonry work at the park's rest rooms.



Sue Pierce
Motor Vehicle
Representative 1
Ashland DMV



Mark Robinson

One of the biggest challenges is gearing up for snow removal. In the winter, we have greater traffic volumes on snow-covered roads, and it's our job to make sure the roads are safe for traveling motorists. That means hauling in sand and getting our equipment ready. Winter is the season our crew really shines.



Sharon Bell
Engineering Technician 2
Highway Construction
Portland

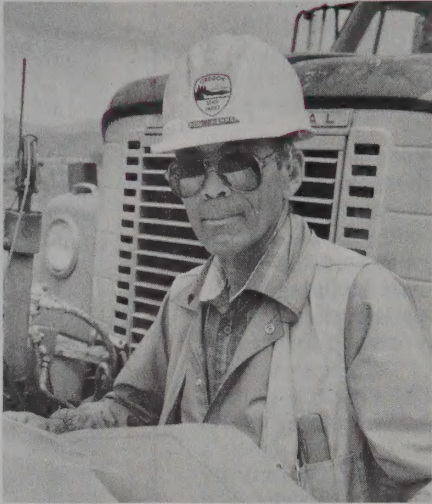
Sharon Bell

Construction has slowed somewhat on the one big job that's going on—the Northeast 111th Avenue to Northeast 181st Avenue project on Interstate 84—but the finish work still is continuing. For me, though, there ends up being about the same amount of paperwork in the winter as in the summer.

Mark Robinson
Highway Maintenance
Supervisor C
Chemult

Sue Pierce

The biggest challenge is getting to work. I drive 35 miles from where I live, in Gold Hill, and I'm looking for a position opening at a DMV office closer to my home. Since Ashland DMV moved into new offices, we have a covered area where customers drive their vehicles so we can check their vehicle identification numbers. That is really nice because we get a lot of rain here.



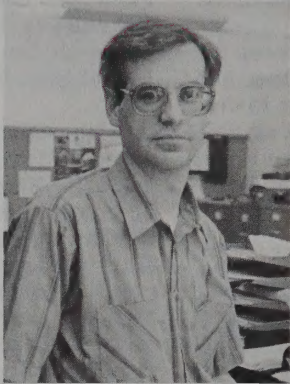
Ron Hemmer
Highway Engineer 1
Parks Survey Crew

Ron Hemmer

It's definitely the weather, particularly when it turns nasty. You need to take care in your work and maintain your equipment, making sure that you get the moisture out of your equipment and ensure everything gets dried out. The transit we use is pretty much sealed, but if we're out in the wet for a particularly long period, we put a plastic cover on it. Another thing our crew does differently during the winter is that we take special care when going up slopes and generally try to be more safety-conscious.

Barbara Cox

We do vehicle identification number inspections outside, and it gets kind of hazardous when in the winter we sometimes have to climb up on pickups and other equipment to check those numbers. Last winter the office water pipes froze, and when the pipes thawed water leaked all over. We were without water and bathroom facilities for about a week.



Dale Deatherage
Field Construction
Specialist
Highway Construction
Portland

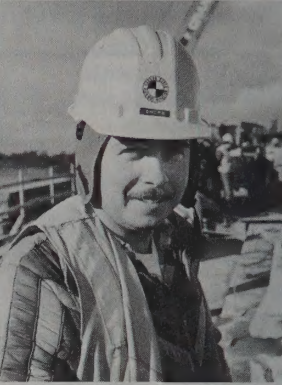
Dale Deatherage

The challenges with respect to paperwork certainly increase during the winter, when we are busy getting jobs ready for federal approval so construction can begin in time for the summer construction season. There really is little change in our construction duties during adverse weather. Because I work in both the office and at construction sites year-round, the only difference is that I wear woolly clothing and rain gear during the wet weather.

Dick Unrein

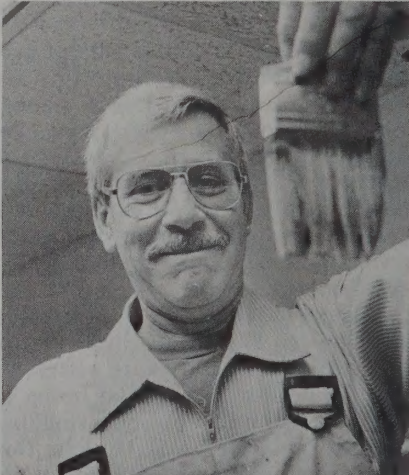
With the Bikeway Program, winter is our slumber season. It's a time to plan and refocus our programs, and it's a time when I can collect my thoughts. For instance, I was recently in Newport speaking with the city manager about new, standardized signing we're planning for the Oregon Coast Bike Route.

Rick Shorb
Engineering Technician 2
Alsea Bay Bridge
Waldport



Rick Shorb

Probably the biggest challenge we face on the Oregon coast is the changing weather. One minute you may have blue skies and sunshine, and next it will rain and the wind will blow 100 mph. Also, here at the Alsea Bay Bridge we need to pay particular attention to safety. The wet weather makes for slippery rebar, and the high wind sometimes blows plywood and other construction material around.



Don Lucero
Carpenter
Highway Division
Salem

Don Lucero

Our jobs change in the winter only when something needs to be done outside—when we do repairs at a microwave station, for instance. We pretty much go where the jobs take us; it's part of the territory. Other than that, we're pretty much high and dry working within the Transportation Building.